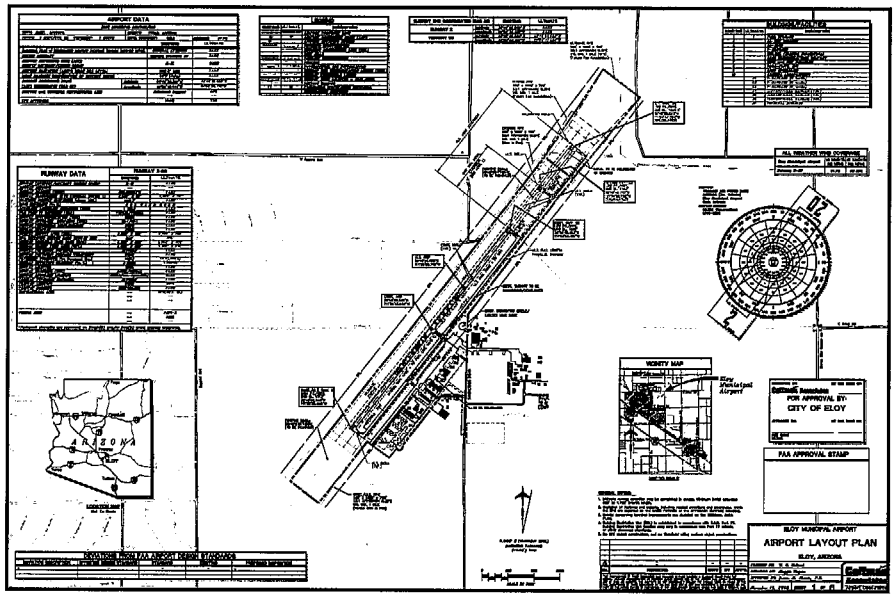
Chapter Five
AIRPORT PLANS

Chapter Five

AIRPORT PLANS



The airport master planning process has evolved through several analytic efforts, as described in the previous chapters, which were intended to analyze future aviation demand, establish airside and landside facility needs, and evaluate options for the future development of the airside and landside facilities. The planning process, thus far, has included the presentation of the Phase I Report (representing the first four chapters of the master plan) to both the Planning Advisory Committee (PAC) and the City of Eloy staff. The recommended master plan concept has evolved, with the input of these individuals, into the following set of drawings. These drawings will be subsequently refined into the final layout drawings known as the Airport Layout Plans which will depict the extent of future improvements at the Airport for the short, intermediate, and long range planning period.

AIRPORT DESIGN STANDARDS

The design and safety standards pertaining to airport facilities are based primarily upon the characteristics of the critical design aircraft expected to use the airport. The critical design aircraft is the most demanding aircraft or "family" of aircraft which will conduct 500 or more operations (take-offs and landings) per year at the airport. *FAA Advisory Circular 150/5300-13, Airport Design*, is the primary reference for the design of airfield facilities. Within this advisory circular, a coding system has been established that identifies an airport's critical design aircraft. This design aircraft code, referred to as the Airport Reference Code (ARC), is a function of the critical design aircraft's approach speed and wingspan. The ARC was previously discussed in Chapter Three.

Presently, the ARC for Eloy Municipal Airport is B-II. Air traffic activity at the Airport consists mostly of local and itinerant general aviation operations, aerial agricultural-related spraying, and skydiving activities. The vast majority of aircraft at the Airport are of the single engine variety weighing less than 12, 500 pounds. The planning forecasts analysis conducted in Chapter Two, however, suggest a potential for increased future multi-engine and turboprop activity at the Airfield. Turboprop and multi-engine aircraft weighing more than 12,500 pounds would then be the most demanding aircraft to operate at Eloy Municipal Airport. Most of the piston aircraft and some turboprop and business jet aircraft meet the B-I ARC standards (approach speed greater than 91 knots but less than 121 knots and wingspans up to but not including 49 feet), however, some turboprop and business jet aircraft (i.e., Cessna Citation II and Beechcraft Super King-Air) fall within the B-II ARC (approach speed greater than 91 knots but less than 121 knots and wingspans 49 feet up to but not including 79 feet). All future airfield facilities, therefore, should comply with B-II design and safety standards.

MASTER PLAN CONCEPT

The recommended master plan concept provides for anticipated aviation facility needs for the City of Eloy and surrounding area throughout the 20-year planning horizon. The following sections provide a brief discussion of the major improvements planned for Eloy Municipal Airport throughout the planning period.

AIRSIDE RECOMMENDATIONS

Airside recommendations include improvements to the runway, new taxiway construction, implementation of a GPS approach, and upgraded airfield lighting. These improvements are as follows:

Runway 2-20: Extend runway to an ultimate (long term planning horizon) length of 5,500 feet and widen to 75 feet. Increase the ultimate runway pavement strength rating from 12,000 pounds SWL to 30,000 pounds DWL to accommodate corporate aircraft forecast to use the Airport in the future. The proposed runway extension could be accomplished in stages; however, the FAA minimum recommended runway length is 4,700 feet (800-foot initial runway extension). **Please note: Based on the results of two separate Archaeological Resource Surveys, one conducted in 1990 and one in 1998, any runway extension to the north will require a formal Environmental Assessment before any construction can proceed. See Chapter Seven, Environmental Evaluation for further information.** Finally, implement one mile visibility minimum GPS approaches to each end of Runway 2-20.

Taxiways: FAA design standards for ARC B-II call for a minimum runway-taxiway separation distance of 240 feet centerline-to-centerline. The existing parallel taxiway is located 200 feet from the runway centerline. Plans call for abandoning the current taxiway and constructing a new full length parallel taxiway, along with related exit stubs, at the recommended separation distance. Additionally, these taxiways will be

designed to ARC B-II standards with regard to width (35 feet), as well as match the previously discussed ultimate runway pavement strength rating of 30,000 pounds DWL.

Airfield Lighting: Recommended improvements to the airfield include the installation of runway end identification lights (REIL's) to each runway end; medium intensity taxiway edge lighting (MITL) on all taxiways, both proposed and existing; and aircraft parking apron area lighting to enhance both nighttime operations and airfield security.

Visual Approach Aids: Install PAPI-2s (precision path approach indicators) to each end of Runway 2-20.

Airfield Pavement Markings: Reapply visual (basic) centerline and numerical designations for the extended runway. Centerline and edge marking to be applied to all new taxiways.

LANDSIDE RECOMMENDATIONS

Landside recommendations include aircraft storage hangar facilities, general aviation terminal facilities development, improvements to airport access roads, and paved vehicle parking areas. Details of these improvements are as follows:

Aircraft Storage Hangar Facilities: The 20-year planning horizon calls for the construction of three (3), 6-position T-Hangar structures and three (3) conventional hangars (FBOs). The ultimate T-hangar facilities would be located east of Runway 2 on the proposed 4.1 acre property acquisition site. A 10,000 square foot conventional hangar is also proposed for this site. Located between existing hangars #1 and #2 would be two (2) additional 3,600 square foot conventional hangars.

General Aviation (GA) Terminal Facility Site: Construction of a 2,100 square foot terminal building to be located southwest of existing Hangar 1.

Airport Access Roads and Vehicle Parking: The construction of a new entrance to the existing and proposed hangar facilities from the Lear Drive/Tweedy Road intersection. An area for non-aviation related development is provided on either side of this new entrance road. Designated paved auto parking areas are proposed for both the new T-hangar development area as well as the proposed GA terminal facility.

AIRPORT LAYOUT PLANS

The remainder of this chapter provides a brief description of the official layout drawings for the airport that will be submitted to the FAA and ADOT for review and approval. These plans, collectively referred to as the Airport Layout Plan Set, have been prepared to graphically depict the ultimate airfield layout, facility development, runway approach surfaces, runway protection zones, and the extent of the Airfield property. This set of plans include:

- Airport Layout Plan
- Terminal Area Plan
- Part 77 Airspace Plan
- Approach Profiles and Runway Protection Zone Plans

- Airport Property Map
- Public Airport Disclosure Map

The airport layout plan set has been prepared on a computer-aided drafting (CAD) system for future ease of use and revision. This computerized plan set provides detailed information of existing and future facility layout on multiple layers that permits the user to focus in on any section of the airport at a desirable scale. The plan can be used as base information for design, and can be easily updated in the future to reflect new development and more detail concerning existing conditions (as made available through design surveys). The airport layout plan set is submitted to the FAA for approval and must reflect all future development for which federal funding is anticipated. Otherwise, the proposed development will not be eligible for federal funding. Therefore, updating these drawings to reflect changes in existing and ultimate facilities is essential.

AIRPORT LAYOUT PLAN

The Airport Layout Plan (ALP) graphically presents the existing and ultimate airport layout. Detailed airport and runway data are provided to facilitate the interpretation of the Master Plan recommendations. Both airfield and landside improvements are depicted.

TERMINAL AREA PLAN

The Terminal Area Plan provides greater detail concerning landside improvements and at a larger scale than the ALP. The Terminal Area Plan includes details concerning all landside development southeast of Runway 2-20.

F.A.R. PART 77 AIRSPACE PLAN

To protect the airspace around the Airfield and approaches to each runway end from hazards that could affect the safe and efficient operation of aircraft arriving and departing the airport, Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, have been established for use by local authorities to control the height of objects near the airport. The Part 77 Airspace Plan included in this master plan is a graphic depiction of this regulatory criterion. The Part 77 Airspace Plan is a tool to aid local authorities in determining if proposed development could present a hazard to the airport and obstruct the approach path to a runway end. The following provides a discussion of the recommended FAR Part 77 airspace surfaces.

F.A.R. Part 77 Imaginary Surfaces

The Part 77 Airspace Plan assigns three-dimensional imaginary areas to each runway. These imaginary surfaces emanate from the runway centerline and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Part 77 imaginary surfaces are described in the following paragraphs.

Primary Surface. The primary surface is an imaginary surface longitudinally centered on the runway. The primary surface extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. Under Part 77 regulations, the future primary surface width for Runway 2-20 is 500 feet wide (ARC B-II).

Approach Surface. An approach surface is also established for each runway end. The approach surface begins at the same width as the primary surface and extends upward and outward from the primary surface end centered along an extended runway centerline. Both the existing and ultimate approach surfaces for each end of Runway 2-20 extend 5,000 feet from the end of the primary surface at an upward slope of 20 to 1 to an outer width of 1,500 feet.

Transitional Surface. Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface also connects with the approach surfaces of each runway. The surface rises at a slope of seven to one up to a height which is 150 feet above the highest runway elevation. At that point, the transitional surface is replaced by the horizontal surface.

Horizontal Surface. The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 5,000 feet from the end of the primary surfaces of each runway.

Conical Surface. The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20 to 1. At 4,000 feet from the horizontal surface, therefore, the elevation of the conical surface is 350 feet above the highest airport elevation.

APPROACH PROFILES AND RUNWAY PROTECTION ZONES

The Approach Profiles and Runway Protection Zones depict that portion of the airspace surrounding Eloy Municipal Airport which directly relates to each runway end's respective approach surface. Though not as comprehensive as an F.A.R. Part 77 Airspace Plan drawing, these drawings do provide an accurate profile representation of the approach surfaces of each runway end as well as a definitive plan and profile illustration of the respective runway protection zone (RPZ) for each runway end.

The Approach Profiles depict physical features such as topography, roadways, railroads, trees, etc. that are within the vicinity of each runway end and which may affect the approach surface. The dimensions and angle (approach slope) of these approach surfaces are a function of the runway service category and approach classification. Runway Protection Zones, which are shown in both plan and profile on these drawings, are defined as *"An area off the runway end to enhance the protection of people*

and property on the ground" (FAA Advisory Circular 150/5300-13 Chg. 5). Like the Approach Profiles, the Runway Protection Zones Plans and Profiles are used to identify physical features which may affect the approach surface of each particular runway end. The dimensions and extents of each runway's approach surface were previously described under the section detailing the Part 77 Airspace Plan drawing.

As with the approach surfaces, the runway protection zones are based on approach visibility minimums (i.e., one-mile, less than 3/4-mile, etc.), and the aircraft approach category (A, B, C, D, etc.). Again, similar to the approach surfaces, the RPZs are trapezoidal in shape and begin 200 feet off each runway end. The RPZ dimensions for Runway 2-20 are 500 feet (inner width) by 1,000 feet (length) by 700 feet (outer width). A portion of each of the future RPZs for Eloy Municipal Airport, as illustrated on the ALP Plan Set, extend off of existing Airfield property. The FAA recommends that positive control of these areas be obtained by the Airport, either by avigation easement or property acquisition.

AIRPORT PROPERTY MAP

The Property Map provides historical information on the acquisition and identification of all land tracts that constitute current Airport property. The property map for Eloy Municipal Airport reflects the Airport both graphically and in legal terms as to its present condition.

PUBLIC AIRPORT DISCLOSURE MAP

In 1998, the Arizona State Legislature enacted Arizona Revised Statute (A.R.S.) §28-8485 which allows the owners of public airports to define an Airport Influence Area (AIA). Prior to recording to map with the County Recorder, a public hearing was required. The boundaries of the AIA are left to the discretion of the airport owner.

In 1999, the Arizona State Legislature enacted A.R.S. §28-8486, the purpose of which was to ensure public disclosure of an airport's presence within the official Public Reports of new subdivisions and developments. This statute defines the "territory in the vicinity of a public airport" as "property within the traffic pattern airspace as defined by the Federal Aviation Administration (FAA) and includes property that experiences a day-night average sound level (DNL) of 60 decibels or higher at airports where such an average sound level has been identified."

A public airport is defined as "an airport owned by a political subdivision of this state or that is otherwise open to the public."

Every public use airport in the State of Arizona was contacted and required to file with the Arizona Department of Real Estate a map illustrating exterior boundaries of the defined territory in the vicinity of the airport.

Because it was limited only to new development and did not provide fair disclosure during the resale of existing development, in 2000, the Arizona State Legislature revised A.R.S. §28-8486. The revised statute, which became law on July 18, 2000, requires that the map illustrating the territory in the vicinity of the public airport be recorded with the County Recorder in each county that contains property within the defined airport's territory. Compliance with the statute is mandatory and not discretionary.

In addition, the revised statute identified the information to be used in defining the airport's territory. In all cases, the traffic pattern airspace, as defined by the FAA is to be illustrated. In addition, in counties with a population of 500,000 persons or less, the 65 DNL noise contour is to be illustrated. The source for this contour is identified as the Airport Master Plan for the 20-year planning period (long-term). In counties with a population of greater than 500,000 persons, the 60 DNL noise contour is to be illustrated. The source for this contour is identified as either the Airport Master Plan or a noise study prepared in accordance with F.A.R. Part 150. Again, this is to illustrate the long-term (20-year) planning contour.

The recorded map must be sufficient to notify owners and potential purchasers of property that the property is located in or outside of a territory in the vicinity of a public airport.

So as to reduce its confusion with the AIA statute, the map illustrating the territory in the vicinity of Eloy Municipal Airport is called the Public Airport Disclosure Map, Sheet 6 of 6 of the Airport Layout Plan Set. The map illustrates the traffic pattern airspace as defined in FAA Order 7400.2D, Procedures for Handling Airspace Matters. As Pinal County has fewer than 500,000 residents, the map also illustrates the 65 DNL noise contour. This contour was prepared as part of this Airport Master Plan and reflects the long-term forecasts, consistent with the state statutes. (For more information on the noise contour, see **Chapter Seven, Environmental Evaluation.**)

The City of Eloy, as the airport sponsor, is required to record this map with the Pinal County Recorder and provide it to the Arizona Department of Real Estate.

SUMMARY

The Airport Layout Plan Set is designed to assist the City of Eloy in making decisions relative to future development and growth at Eloy Municipal Airport. The plan provides for development to satisfy expected airport needs over the next twenty years and beyond. Flexibility will be a key to future development since activity may not occur exactly as forecast. The plan has considered demands that could be placed upon the Airport even beyond the twenty-year planning period to ensure that the facility is capable of accommodating a variety of circumstances. The F.A.R. Part 77 Airspace Plan and the Public Airport Disclosure Map should be used as tools to ensure land use compatibility and restriction of the heights of future structures or antennae which could pose a potential hazard to air navigation.

The Airport Layout Plan Set also provides the City with options in marketing the assets of the Airport for community development. Following the general recommendations of the plan, the Airport can maintain it's long term viability and continue to provide aviation services to the region.

AIRPORT MASTER PLAN

ELOY MUNICIPAL AIRPORT

ELOY, ARIZONA

AIRPORT LAYOUT PLAN SET

INDEX OF DRAWINGS

Coffman Associates
Airport Consultants

PREPARED FOR THE
CITY OF ELOY

AIRPORT DATA

ELOY MUNICIPAL AIRPORT/E60

TOWN: ELOY, ARIZONA		COUNTY: PINAL, ARIZONA	
RANGE: 7 EAST/SEC. 23 TOWNSHIP: 7 SOUTH		CIVIL TOWNSHIP: CILA	ACREAGE: 97.72
		EXISTING	ULTIMATE
NATIONAL PLAN of INTEGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		GENERAL AVIATION	SAME
DESIGN AIRCRAFT		CESSNA CITATION III	SAME
AIRPORT REFERENCE CODE (ARC): RUNWAY CATEGORY/DESIGN GROUP		B-II	SAME
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		1513.3' MSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		95°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	32°48'25.221"N	32°48'31.486"N
	Longitude	111°35'12.444"W	111°35'06.716"W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON	GPS
GPS APPROACH		NONE	YES

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
	BRL	BUILDING CONSTRUCTION / BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		FACILITY CONSTRUCTION
		FENCING
		NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		RUNWAY EDGE LIGHTING - MIRL/HIRL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHIC CONTOURS

RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 2	Latitude	32°48'09.949"N	SAME
	Longitude	111°35'26.406"W	SAME
RUNWAY 20	Latitude	32°48'40.492"N	32°48'53.023"N
	Longitude	111°34'58.481"W	111°34'47.024"W

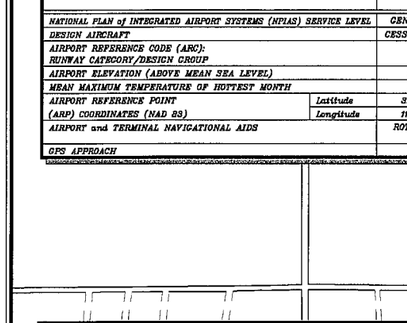
BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	1	FUEL STORAGE
2		AL-DON DUSTING
3		AC-ARGO
4		T-HANGARS
5		DMI, INC. (Rigging Innovations)
6		AERO COMMUNICATIONS COMPANY
7		HIGH and DRY BALLOONS
8		PARA-FLITE, INC
9		AREO SPECIALIST
10		ARIZONA AEROPAINTING
	21	T-HANGARS (6 units)
	22	T-HANGARS (6 units)
	23	T-HANGARS (6 units)
	24	CONVENTIONAL HANGAR (FBO)
	25	CONVENTIONAL HANGAR (FBO)
	26	CONVENTIONAL HANGAR (FBO)
	27	TERMINAL BUILDING

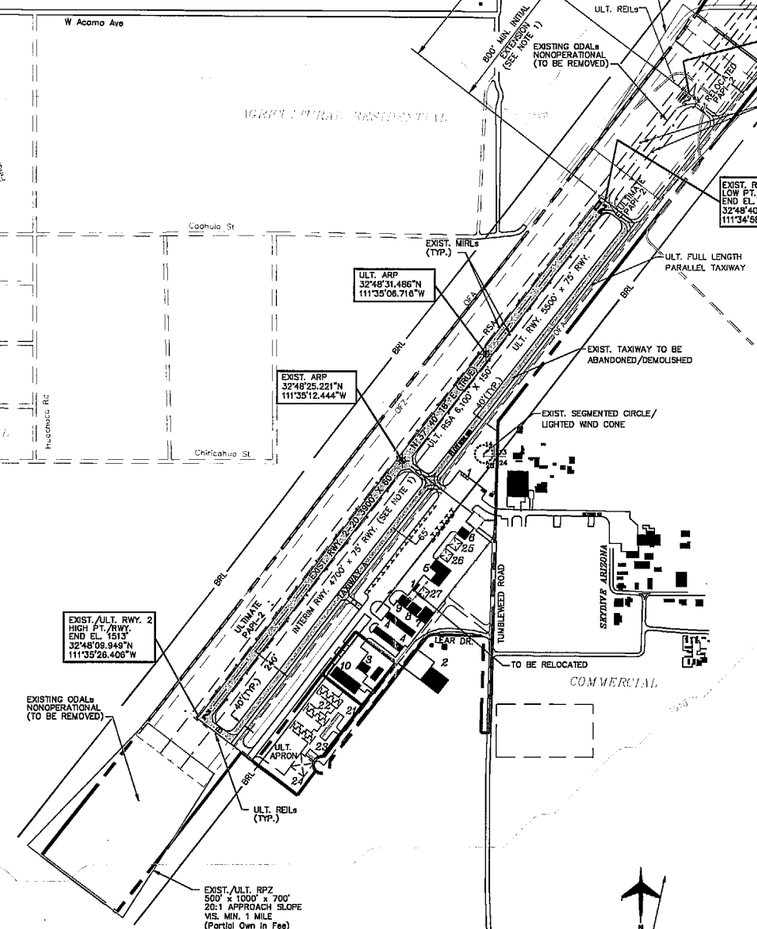
RUNWAY DATA

	RUNWAY 2-20	
	EXISTING	ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	B-II	SAME
RUNWAY AZIMUTH	---	---
RUNWAY BEARING (TRUE)	N37.671667°E	SAME
RUNWAY DIMENSIONS (SEE GENERAL NOTES: 1)	3,900' X 60'	5,500' X 75'
MAXIMUM RUNWAY ELEVATION (above MSL)	1518.3'	SAME
WIND COVERAGE (in %)	SEE WIND ROSE	
APPROACH VISIBILITY MINIMUMS (ERS)	1 MILE	SAME
FAR PART 77 CATEGORY (ERS)	VISUAL/VISUAL	SAME
RUNWAY INSTRUMENTATION (ERS)	NONE	SAME
RUNWAY APPROACH SURFACES (ERS)	20:1/20:1	SAME
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME
RUNWAY STOPWAY	NONE	SAME
RUNWAY SAFETY AREA (RSA)	4,600' X 150'	5,100' X 150'
RSA DISTANCE BEYOND EACH RUNWAY END	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	4,300' X 400'	5,900' X 400'
RUNWAY OBJECT FREE AREA (OFA)	4,600' X 500'	6,100' X 500'
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.)	12(S)	12(S)/30(D)
RUNWAY EFFECTIVE GRADIENT (in %)	0.1816%	0.0500%
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKINGS (ERS)	BASIC/VISUAL	SAME
RUNWAY APPROACH LIGHTING	ODALS(non-operative)	NONE
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME
TAXIWAY LIGHTING	NONE	MITL
TAXIWAY MARKING	CENTERLINE	SAME
NAVIGATIONAL AIDS	---	CPS(RWY. 20)
	---	---
	---	---
VISUAL AIDS	---	PAPI-2
	---	REIL
	---	---

*Pavement strengths are expressed in Single(S) and/or Dual(D) wheel loading capacities.



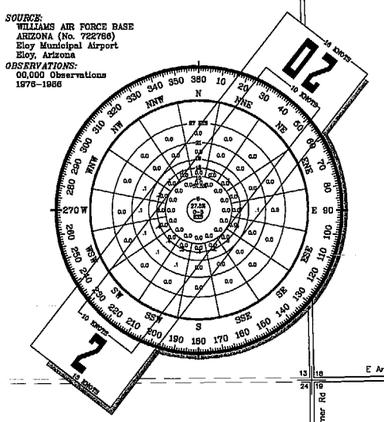
LOCATION MAP
Not To Scale



ALL WEATHER WIND COVERAGE

Eloy Municipal Airport	10 KNOTS (12 MPH)	13 KNOTS (15 MPH)
Runway 2-20	97.7%	99.86%

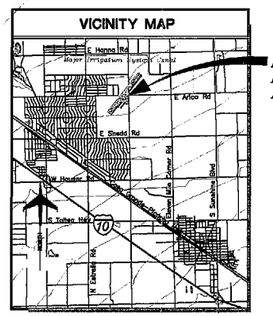
SOURCE:
WILLIAMS AIR FORCE BASE
ARIZONA (No. 722766)
Eloy Municipal Airport
Eloy, Arizona
OBSERVATIONS:
00,000 Observations
1976-1986



11.810° E (November 2000)
MAGNETIC VARIANCE
(-3.02') Year

0 400 800 1200
SCALE IN FEET

VICINITY MAP



NOT TO SCALE

GENERAL NOTES:

1. Ultimate runway extention may be completed in stages. Minimum initial extention 800' to 4,700' interim length.
2. Depiction of features and objects, including related elevations and clearances, within the RPZ are depicted on the INNER PORTION of the APPROACH SURFACE DRAWING.
3. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77. Building Restriction Line location may vary in accordance with Part 77 criteria, or other clearance standards.
5. No OFZ object penetrations, and no threshold siting surface object penetrations.

SUBMITTED BY: Coffman Associates ON THE DATE OF: ____
FOR APPROVAL BY: CITY OF ELOY
APPROVED BY: ____ ON THE DATE OF: ____
BEN CRUZ
MAYOR

FAA APPROVAL STAMP

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
-	-	-	-	-

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

ELOY MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

ELOY, ARIZONA

PLANNED BY: W. S. Holland
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris, P.E.
March 9, 2001 SHEET 1 OF 6

Coffman Associates
Airport Consultants

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	1	FUEL STORAGE
2		AL-DON DUSTING
3		AG-ARBO
4		T-HANGARS
5		DMI, INC. (Rigging Innovations)
6		AERO COMMUNICATIONS COMPANY
7		HIGH and DRY BALLOONS
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9		ARBO SPECIALIST
10		ARIZONA AEROPAINTING
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	23	T-HANGARS (6 units)
	24	CONVENTIONAL HANGAR (FBO)
	25	CONVENTIONAL HANGAR (FBO)
	26	CONVENTIONAL HANGAR (FBO)
	27	TERMINAL BUILDING

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		RUNWAY EDGE LIGHTING - MIRL/HIRL
14/32 3,2		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1050		TOPOGRAPHIC CONTOURS

EXIST. RWY. 2-20: 3900' X 60' IN 37°40'16" E
INTERIM RWY. 4700' X 75' RWY./ULT. 5,500' X 75'

ELOY ELEV. 1518

RSA

BRL

65'

EXIST. APRON

TAXIWAY A

ULTIMATE PAPI-2

TO BE RELOCATED

ULT. PARALLEL TAXIWAY

240'

40' (TYP.)

ULT. APRON

LEAR DR.

TUMBLEWEED ROAD

Exist. Segmented Circle/
Lighted Wind Cone

SKYDIVE AZ

SKYDIVE ARIZONA

X-1052

0 100 200 300
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
	-	-	-	-

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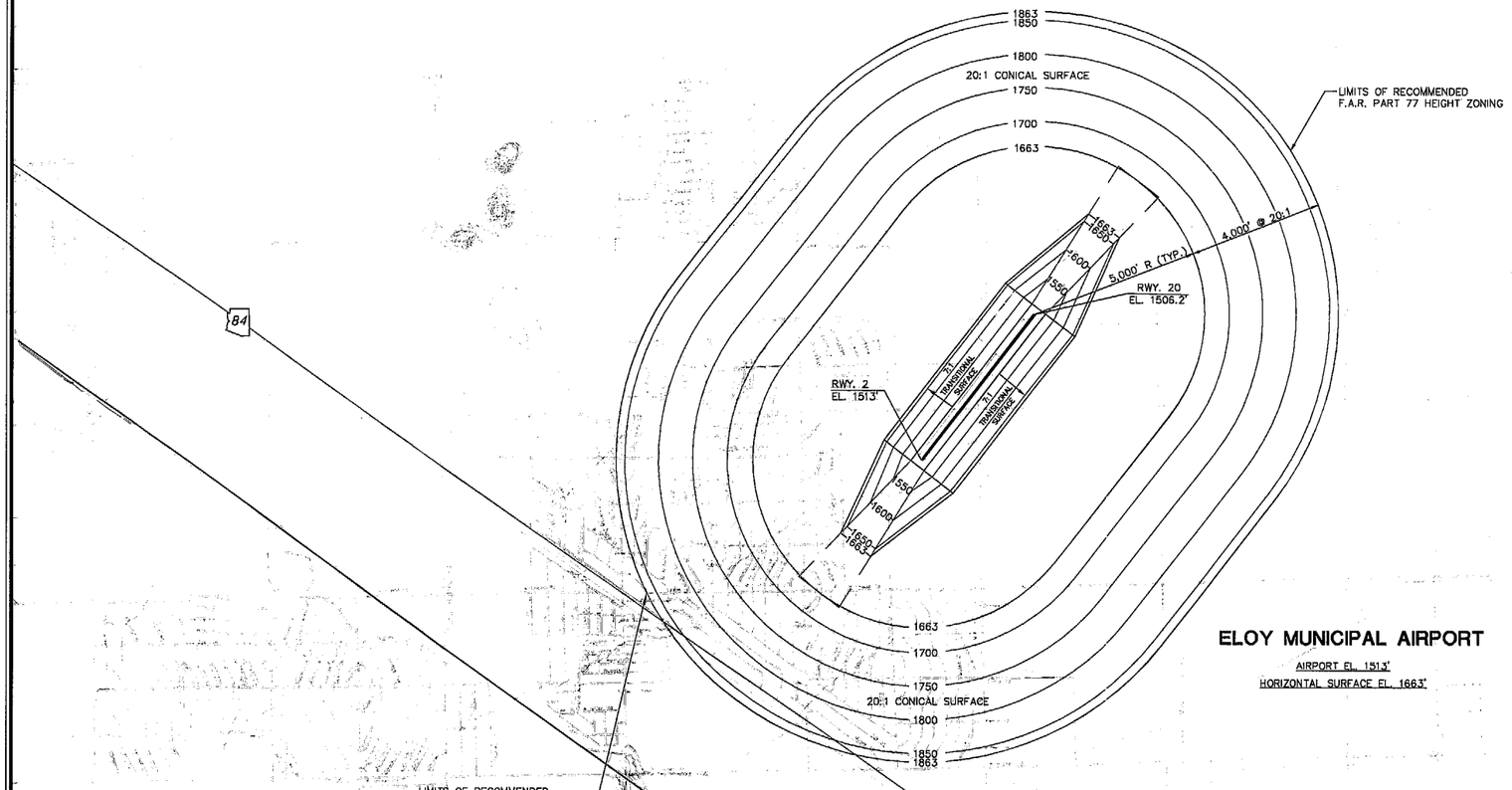
ELOY MUNICIPAL AIRPORT

TERMINAL AREA PLAN

ELOY, ARIZONA

PLANNED BY: W.S. Kelland
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris, P.E.
March 9, 2001

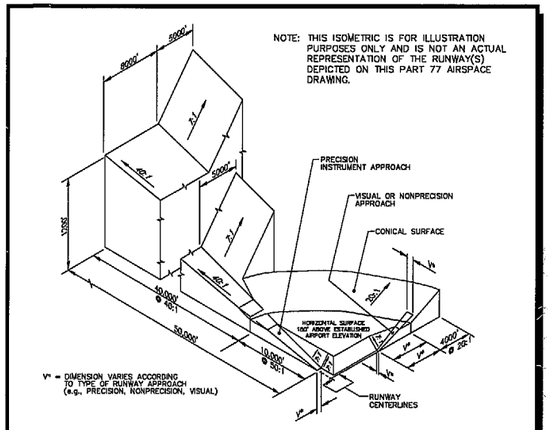
Coffman Associates
Airport Consultants



ELOY MUNICIPAL AIRPORT

AIRPORT EL. 1513'

HORIZONTAL SURFACE EL. 1663'



ISOMETRIC VIEW OF SECTION THRU CENTERLINE OF RUNWAYS

N.T.S.

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NO OBSTRUCTIONS NOTED WITHIN ANY PART 77 AIRSPACE SURFACE					

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless
2. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the APPROACH PROFILES, and RUNWAY PROTECTION ZONES RUNWAY 2-20 PLAN.
3. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

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Transportation and Hydrography Source data from U.S. Census Bureau TIGER 1999 Files.
Feature Names from USGS Geographical Names Information System (GNIS).
Map Accuracy is identical with that specified for these source files.
See Sylvan Ascent Inc. TopoDepot(tm) Documentation for details. (www.topodepot.com)
North American Datum of 1983.
Coordinate System: Arizona WEST 203

NORTH

11.8102° E (November 2000)
MAGNETIC VARIANCE
(-9.02') Year

0 2000 4000 8000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	--	--	--	--

"THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

ELOY MUNICIPAL AIRPORT

PART 77 AIRSPACE PLAN

ELOY, ARIZONA

PLANNED BY: W.S. Holland
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Horne, P.E.
March 9, 2001
SHEET 3 OF 6

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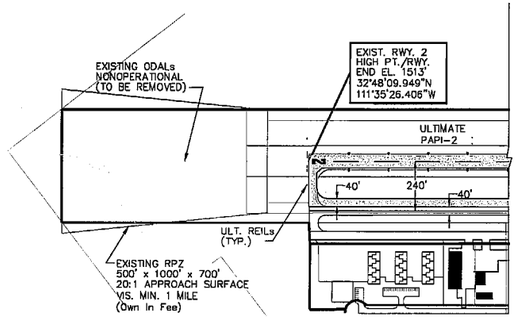
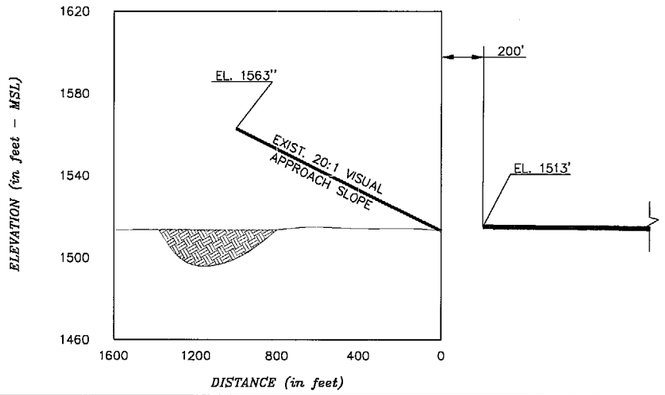
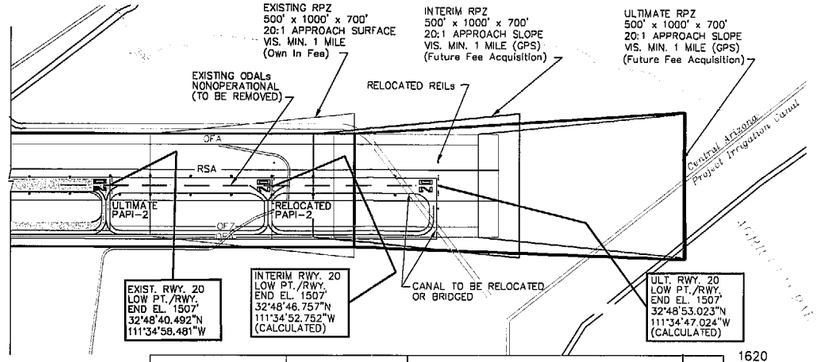
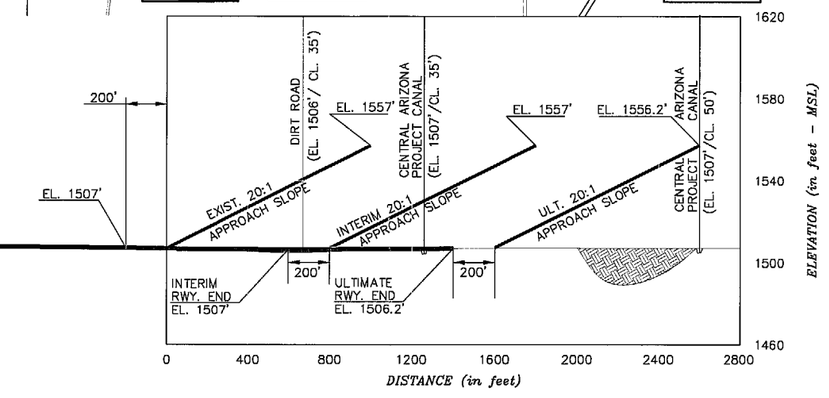








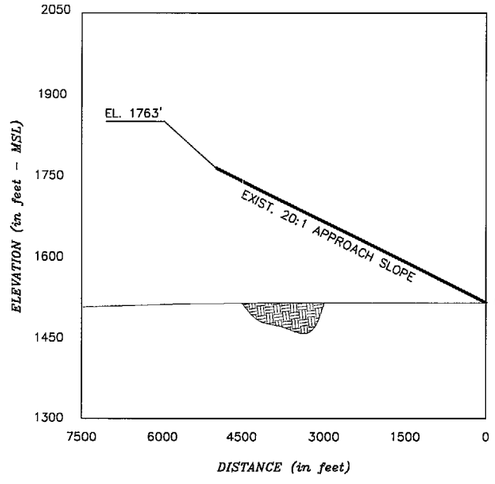
NORTH

RUNWAY 2-20
PROTECTION ZONES PLANS AND PROFILES

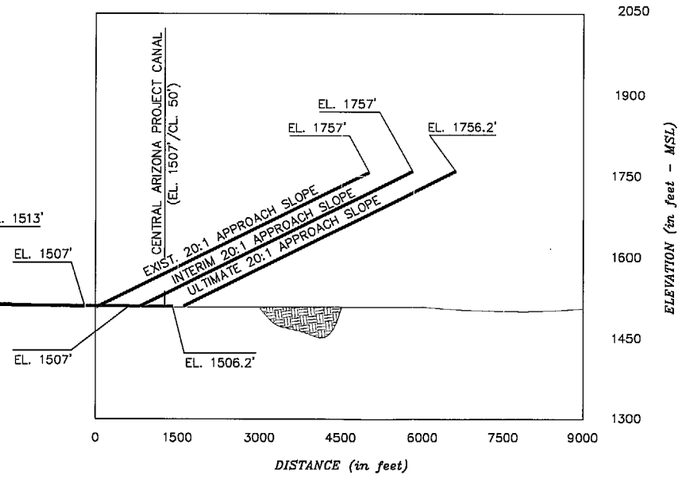
HORIZONTAL

VERTICAL

RUNWAY 2



RUNWAY 20



RUNWAY 2-20
APPROACH ZONES PROFILES

HORIZONTAL

VERTICAL

NOTE: NO OBSTRUCTIONS NOTED WITHIN RPZ's OR APPROACH ZONES.

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

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ELOY MUNICIPAL AIRPORT

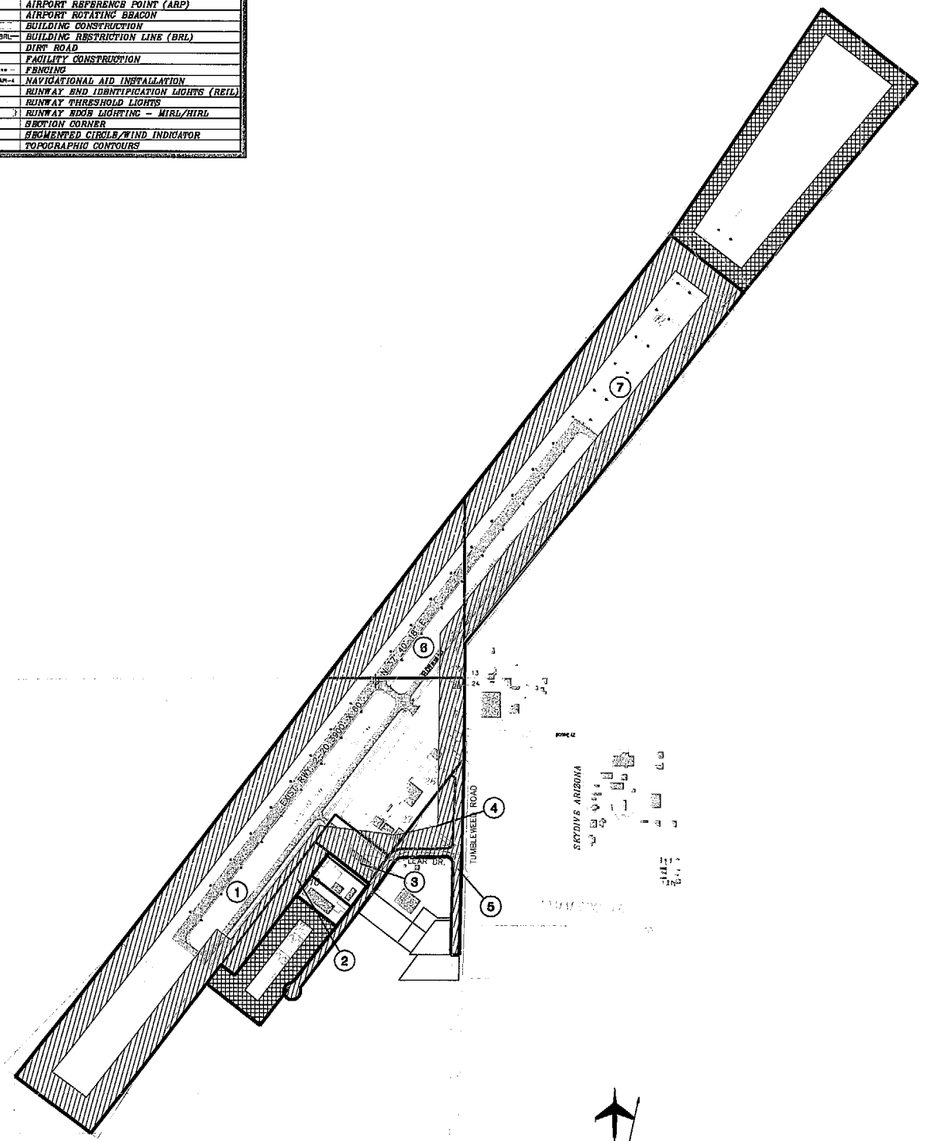
APPROACH PROFILES AND RUNWAY PROTECTION ZONES
RUNWAY 2-20
ELOY, ARIZONA

PLANNED BY: W.S. Holland
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris, P.E.
March 9, 2001

Coffman Associates
Airport Consultants

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		RUNWAY SIDE LIGHTING - MIRL/HIRL
		SECTION CORNER
		SHORENED CIRCLE/WIND INDICATOR
		TOPOGRAPHIC CONTOURS



RECORDING INFORMATION (Couny Assessor - Pinal County, Arizona.)

Tract	Owner	Acreage	Date Recorded	Recording Information	Grantor/Deed Type
(1)	City of Eloy, AZ	±49.00	N/A	Pinal County Document # 533-740	County of Pinal Other Documents
(2)	City of Eloy, AZ	±2.12	03/23/1995	Pinal County Document #	County of Pinal Other Documents
(3)	City of Eloy, AZ	±1.84	1969	Pinal County Document # 569-866	County of Pinal Other Documents
(4)	City of Eloy, AZ	±3.17	12/29/1995	Pinal County Document #	County of Pinal Warrenty Deed
(5)	City of Eloy, AZ	±1.58	01/17/1985	Pinal County Document # 1264-687	County of Pinal Warrenty Deed
(6)	City of Eloy, AZ	±10.60	N/A	Pinal County Document # 533-740	County of Pinal Other Documents
(7)	City of Eloy, AZ	±28.93	N/A	Pinal County Document # 534-58	County of Pinal Other Documents
Total Acreage		±534.98			

KEY:

Existing Airport Property

Property To Be Acquired (38.7 ac)

Parcel line

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

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ELOY MUNICIPAL AIRPORT

AIRPORT PROPERTY MAP

ELOY, ARIZONA

PLANNED BY: W. S. Holland

DETAILED BY: Maggie Hagen

APPROVED BY: James M. Hanna, P.E.

March 9, 2004 | SHEET 5 OF 6

Coffman Associates
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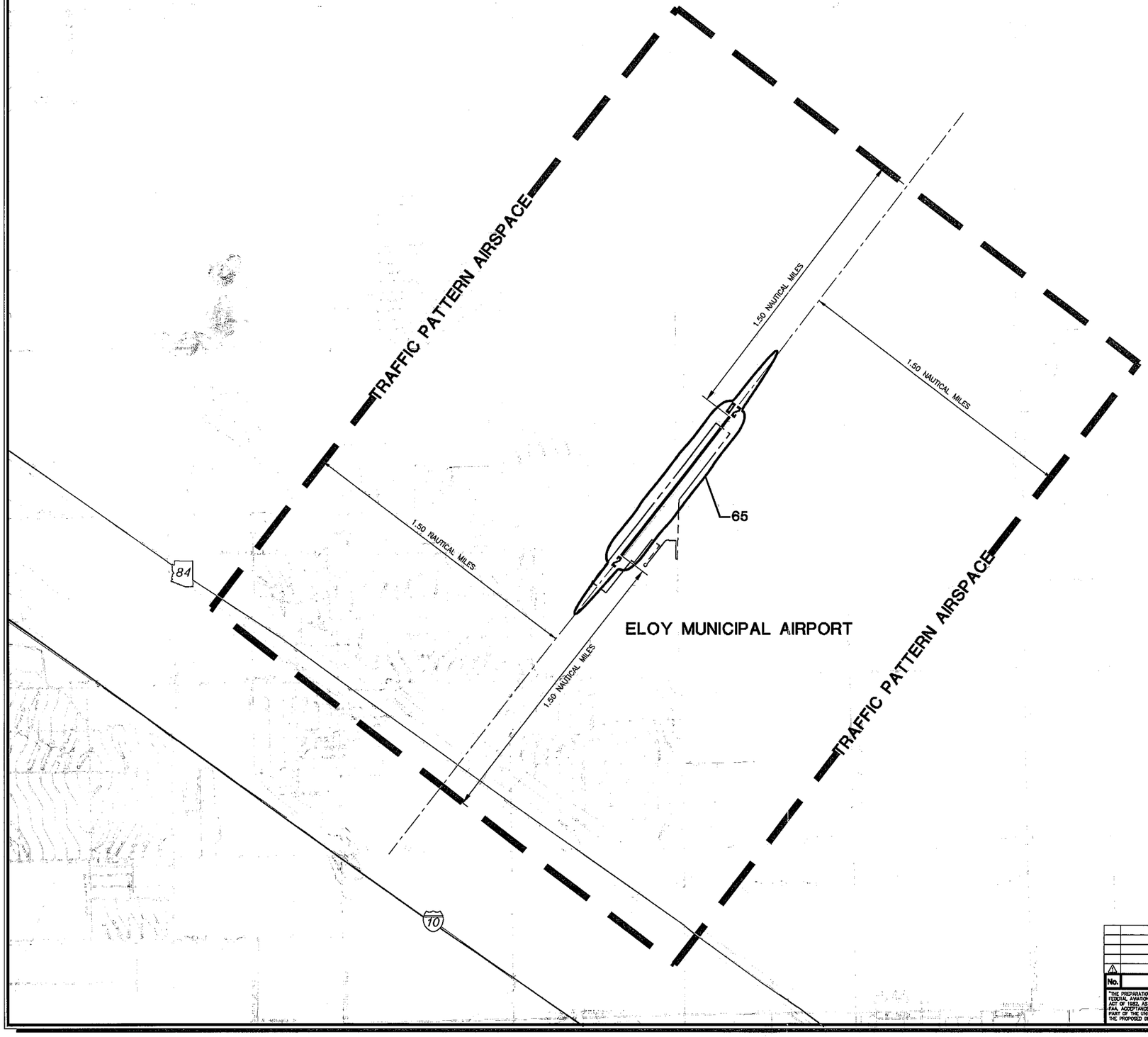

NOTES:

1. This map has been prepared in accordance with the Arizona Revised Statutes, Section 28-8486, relating to Public Airport Disclosure.
2. Traffic Pattern Airspace Boundaries have been established in accordance with the guidelines provided in Federal Aviation Administration (FAA) order 7400.2D.
3. The Airport Noise Contours have been developed with the Integrated Noise Model (Version6.0) and are based on Total Annual Operations (Take-off and Landings) of 119,000.
4. 1 Nautical mile = 6,080 feet or 1.1516 statute miles.

LEGEND:

- TRAFFIC PATTERN AIRSPACE
- 65 NOISE CONTOURS DAY NIGHT LEVEL (DNL)
- EXISTING AIRPORT PROPERTY LINE
- EXTENDED RUNWAY CENTERLINE

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Coordinate System: Arizona central 202

NORTH

0 1500 3000 4500

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

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ELOY MUNICIPAL AIRPORT

PUBLIC AIRPORT DISCLOSURE MAP

ELOY, ARIZONA

PLANNED BY: W.S. Holland

DETAILED BY: Maggie Rogers

APPROVED BY: James M. Morris, P.E.

March 9, 2004 | SHEET 6 OF 6

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